

## 3.16 Services and Utilities

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### Review of EIS Section and Previous Analysis

The 1992 Final EIS Services and Utilities section evaluated the impacts of the project on emergency services, transit service, and utilities that might respond to incidents, provide service, travel through or are located in the study area.

The affected environment listed the locations and services provided by the City of Redmond Fire Department, the City of Redmond Police Department, the Washington State Patrol, the King County Police, and Lake Washington School District (LWSD) buses. Utility information included the utility companies and agencies providing utility service to the surrounding area, and the general location of major utilities (electricity, gas, water, storm drains, sanitary sewers, telephone, and cable) located within WSDOT right-of-way.

The 1992 Final EIS identified impacts during construction and operation for the project and other build alternatives during construction and operation. Construction impacts identified included increased response times for emergency services and increased travel times for both emergency services and school buses. The 1992 Final EIS described intermittent losses of utility services during the relocation or protection of utility lines, as required, in order to allow for construction of the project. There were no negative operation impacts identified. Project operation was anticipated to have a positive impact on emergency services and school buses because of reduced response and travel times. There were no impacts on utilities.

Under the No-Action Scenario, traffic congestion in the study area would increase emergency service response times and emergency services and school bus travel times. The increased congestion would also increase accidents that would in turn require response from emergency services. Utilities would not be affected under the No-Action Scenario. Unavoidable adverse impacts included construction activities affecting response times of emergency services and school bus routing and scheduling. Localized service areas of utilities would be affected on an intermittent basis to allow for relocations or upgrading during project construction.

According to the 1992 Final EIS, construction impacts would be minimized through mitigation measures, including pre-construction conferences with emergency services, ongoing communication during construction with emergency services and the LWSD, avoidance of construction during peak traffic congestion hours, WSDOT providing affected utility companies with adequate lead time prior to construction, working with each utility company to relocate any facility as described by law, and notifying utility customers in advance of any service disruptions. No mitigation during operation was proposed because the project was expected to have a positive impact on emergency service vehicles and school buses.

### Methodology

The study area for services and utilities was defined as those services discussed in the 1992 Final EIS that would respond to or travel along SR 520 and those utilities located within the

existing WSDOT right-of-way, as well as companies and agencies that provide utility service to the area surrounding SR 520. The services and utilities discipline team reviewed the City of Redmond Comprehensive Plan to determine whether there were any changes in services and utilities since 1992. The discipline team contacted emergency service providers and the LWSD to verify information provided in the 1992 Final EIS. The discipline team, in coordination with WSDOT, collected and reviewed information about all known utilities, based on utility permits and franchise agreements, in the WSDOT right-of-way. These utility permits and franchise agreements provide information on the permit/franchise holder, location, and type of utility. The discipline team evaluated this information to determine if there would be any additional impacts beyond those described in the 1992 Final EIS.

## Coordination Efforts

The services and utilities discipline team contacted the Redmond Fire Department, Redmond Police Department, and the Washington State Patrol to obtain information about response times to incidents. The LWSD was contacted to verify the number of school buses that currently travel through the study area.

## Affected Environment

This section describes the changes in emergency services, transit, and utilities (electricity, gas, water, storm drains, sanitary sewer, telephone, and cable) in the study area since 1992.

### Emergency Services

#### Fire

The Redmond Fire Department responds to fire and medical emergencies within a 45-square-mile area that includes the City of Redmond and the surrounding area of unincorporated King County known as King County Fire Protection District 34. There are 137 employees in the Redmond Fire Department. Since 1992 two new fire stations have been constructed: Station 15, located near SR 202 at 228th Avenue NE, and Station 16, located at 6502 185th Avenue NE. Three stations—Station 11 (8450 161st Avenue NE), Station 12 (4211 148th Avenue NE), and Station 16—have response areas within the study area; however, other stations would respond to incidents as required. The average response time in 2004 was 6.5 minutes or less for 80 percent of the fire and emergency calls in the city (Langton 2005). All firefighters with the department are trained as emergency medical technicians to provide basic life support. In addition to basic life support, the Redmond Fire Department is the lead agency for the Medic One program for cities in the surrounding area. Medic One provides advanced life support; if the incident requires advanced life support, then a paramedic unit is dispatched.

#### Police

The King County Police is now referred to as the King County Sheriff's Office (KCSO). Precinct 2, located at 18118 73rd Avenue NE, still serves the study area; however, jurisdiction of this precinct has changed to the City of Kenmore, which incorporated in 1998. In addition, the City of Sammamish, incorporated in 1999, contracts with the KCSO for law enforcement

services. The Redmond Police Department and the Washington State Patrol no longer maintain statistics regarding response times to incidents (Holland 2005; Old 2005).

## Transit Service and School Buses

The number of LWSD buses transporting students through the intersection of SR 520/ SR 202 has increased from 22 buses in 1992, to between 50 and 60 buses during the 6:30 to 9:00 AM and 2:15 to 4:30 PM timeframes (Brock 2005). In addition, buses now travel through the SR 520/West Lake Sammamish Parkway interchange and along SR 520 when required. Transit service in the study area is provided by King County Metro, Community Transit (Snohomish County), and Sound Transit. Nine routes operate during only peak hours, with another ten providing service during midday hours. Please refer to Section 3.15, Transportation, for additional information on transit operations and facilities in the study area.

## Utilities

Since 1992, no new utilities have been located within WSDOT right-of-way according to the WSDOT utility permits and franchise agreements. Some of the utility companies and agencies that provide utility service, however, have changed names. Companies and agencies and the utilities they provide that have changed since 1992 are the following:

- Puget Sound Energy (formerly Puget Power): electricity
- Puget Sound Energy (formerly Washington Natural Gas): gas
- Verizon (formerly GTE Northwest): telephone
- Comcast (formerly Viacom Cablevision): cable television

Utilities located on SR 202 east of SR 520 were relocated underground during construction of the SR 202 – SR 520 to Sahalee Way Widening Project, another WSDOT project that is currently under construction.

# Impacts

## Construction Impacts

Project construction impacts to services and utilities would be essentially the same as those described in the 1992 Final EIS. Construction would occur in the essentially the same location and would result in the same impacts on emergency services, transit service, and utilities. Construction might result in a small but temporary increase in response and travel times of emergency service vehicles, transit, and school buses. Utilities might be affected on an intermittent basis to allow for utility relocations or protection.

## Operation Impacts

Long-term operation impacts of the project improvements would not change from those described in the 1992 Final EIS. The project would benefit emergency service and transit

providers and the LWSD because it would improve response and travel times. No negative operation impacts are anticipated to occur.

## Mitigation Measures

Mitigation measures would be the same as those described in the 1992 Final EIS. Mitigation measures during construction would include preconstruction conferences; scheduling construction to avoid peak hours; and coordination with emergency service and transit providers, the LWSD, and utility companies and agencies. No mitigation is proposed during operation.

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